CONFIDENTIAL 

## INFORMATION REPORT

CD NO.

25X1A

COUNTRY

USSR (Kazakh SSR)

DATE DISTR

28 Feb

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SUBJECT

Dahezkazgan Airfield

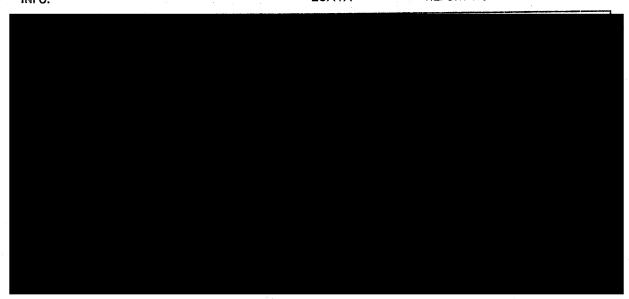
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DATE OF INFO.

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SUPPLEMENT TO REPORT NO.



- 1. The mirfield, about 2 x 2.5 km, was south of the Dzhezkazgan (47°53'11/67°37'E) railroad station, Kazakh SSR, and the Karaganda (49°52'17/3°6'E) Dzhezkazgan singkatrack railroad line. Except for the railroad station and a mechanical workshop there were no buildings or trees within about 4 km. There were no runways, railroad connections or drainage facilities. \*
- The field was a civilian airfield under improvement. A Soviet forman said that it served as an intermediate landing field for planes flying the Alma-Ata (43°15° L/ 76°57°E) - Ufa (54°44°N/56°0°E) and the Karaganda-Aktyubinsk (50°17°N/57°15°E) routes.
- 3. An airport hotel, an underground fuel dump, and a new flight control station were being constructed. The old flight control station housed a radio and weather station.
- He aircraft or troops were stationed at the field. The flight control station was occupied by 2 men who relieved each other daily.
- 5. One or two twin-engine commercial planes with radial engine, single rudder assembly and retractable landing gear made intermediate landings at the field each day. There was no night flying.
- Two buildings were at the field, which was under improvement. There were no Soviet Army troops. Only intermediate landings were made at the field. \*
- 7. Two large buildings were being constructed on the castern edge of the field, 500 meters west of the railroad station. \*

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- 2. The or three planes, biplanes and twin-engine cornercial places (version of the Douglas), took-off daily from the field.
- 9. The field was west of the railroad station. A flight control station, a hotel for passengers, a repair hangar and a cantonment building were on the eastern edge of the field. \*
- 10. A radic station of h antenna masts and a building with a generator shed was on the northeastern edge.
- 11. A fuel dump with containers, each 3 meters high and 5 to 6 meters in diameter was east of the field and the railroad line.
- 12. Six to eight U-2s, three twin-engine Douglas, 2 Ju-52s, five to six R-2s (two-seat) and a so-called minister plane, according to description an II-12, were seen at the field. The 3 air lines to Tashkent (hl017 N/69015 E), Alma-Ata, and Karagarda were allegedly flown by the planes. \*\*

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Comment. The congruent statements on the location and status of the air-field definitely show that the field was used only for civilian purposes.

Comment. The information on the aircraft types observed by a former pilot indicate that an aircraft park, as usually available for Soviet civil aviation and local district administration, is stationed at the field. The R-2 plane presumably is an R-5, an old reconnaissance biplane, model 1936, some of which are still being used by commissars of the local administration. See Annex for sketch showing location and layout of airfield.

1 Annex: Dzhezkazgan Airfield.

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